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ESTABLISHED 1857

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8.00 " " 9.30 " " 10 " "
9.30 " " 11.00 " " 15 " "
11.30 " " 12.30 p.m. " 15 " "
12.30 p.m. " 2.30 " " 10 " "
2.30 " " 4.00 " " 15 " "
4.00 " " 8.10 " " 10 " "

NIGHT CARS.
8.50 p.m., 9.00 p.m., 9.20 p.m.
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8.00 a.m. to 9.30 a.m. every 15 minutes
9.30 " " 11.00 " " 10 " "
11.30 " " 12.00 noon " 15 " "
12.00 noon, 1.00 p.m. " 10 " "
1.00 p.m. " 4.00 " " 15 " "
4.00 " " 8.10 " " 10 " "

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TIME-TABLE.

On and after FRIDAY, SEPTEMBER 18TH, 1921, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Stations	No. 14	No. 13	No. 12	No. 11	No. 10	No. 9	No. 8	No. 7	No. 6	No. 5	No. 4	No. 3	No. 2	No. 1
CANTON (Kai Sha Tsu)	dep.													
SHEN LUO	dep.													
Shum Choo	dep.													
Shengshui	dep.													
Fanning	dep.													
Tai Po Market	dep.													
Tai Po	dep.													
Shatin	dep.													
Yuenam	dep.													
KOWLOON	arr.													

UP TRAINS

Stations	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11	No. 12	No. 13	No. 14	No. 15
Yuenam	dep.													
Shatin	dep.													
Tai Po	dep.													
Tai Po Market	dep.													
Fanning	dep.													
Shengshui	dep.													
Shum Choo	dep.													
SHEN LUO	arr.													
CANTON (Kai Sha Tsu)	arr.													

* Will stop at Tai Po and Shengshui, except on Sundays for First-Class
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to the guard at Kowloon.

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THE LATE COMMODORE SUENSON.

HIS WORK IN THE EAST.

Commodore Edouard Suenson, who died at Copenhagen on September 21st, was born on July 28th, 1842, and was a son of the late Admiral Suenson, known to the outside world through his skilful handling of the Danish fleet in the naval battle off Heligoland during the war of 1864 between Denmark and Germany. After having attained the rank of Lieutenant in the Danish Navy Suenson served three years in the French Navy, taking part in the French expedition to the Far East against Korea, after which he was, on his return to Denmark, appointed Attaché to the First Sea Lord of the Danish Admiralty; but when, in 1870, the Great Northern China and Japan Extension Telegraph Co. was formed—later on amalgamated with the present company under the name of Great Northern Telegraph Co.—with a view of laying submarine cables in the Far East, Lieut. Suenson, as he was then, was asked to join the company for the purpose of proceeding to the Far East as the company's general manager there, to make the necessary arrangements for the landing and laying of the first telegraph cables between Hongkong, Shanghai, Nagasaki and Vladivostok.

On his arrival at Hongkong Lieutenant Suenson arranged with the British Colonial Government for a suitable landing-place for the first cable at Deep Water Bay, with right to connect it by a landing, suspended on the Government's own telegraph poles, to an office at Victoria. At Shanghai he met with the greatest difficulties from the very beginning. European merchants of all nationalities established there were anything but delighted at the thought of getting the telegraph introduced in China, as this would put an end to, or at least limit, the large speculation going on there, and would also deprive the richer merchants of the advantage they had over their poorer confreres by despatching their quick-selling steamers to Singapore for the latest news of the state of the European markets.

The natives in and round Shanghai were also strongly prejudiced against the telegraph, having only a few years before destroyed a private telegraph line almost before it was finished, owing to their belief that "Fengshui" was quite against any article protruding into the air. This superstition had just then been one of the causes of the severe riot at Tientsin, where the French fathers had erected a cathedral with a high spire. The Chinese Government and the local authorities were equally opposed to the telegraph, and had, only a short time before, refused an application from an English company for the landing of a cable. Nothing discouraged, Lieutenant Suenson, whose clear insight of human nature and great resourcefulness stood him in good stead, and having obtained the support of some of the more influential Europeans, he worked out a plan as to how and where the cables should be landed, the soundness of which has been proved by the fact that after fifty years the cables are still landed at the same place on Gutzi and at Wusung, near Shanghai. After having made the necessary arrangements for landing of the cables in Japan, where, in contrast to China, no opposition was met with, and after the service had been thoroughly organized, Lieut. Suenson returned to Denmark for the purpose of resuming his career in the Navy. He was, however, prevailed upon to remain in the company, and after finally resigning his commission with the rank of Captain—subsequently raised to that of Commodore—he became managing-director of the company in 1874, a post which he held without interruption until 1908, when he was elected chairman of the board of directors, having already had a seat on the board since 1890. In 1910 failing health compelled Commodore Suenson to give up the active leadership of the company, and he was elected hon. chairman of the board of directors.

Although Commodore Suenson never revisited China, he was later on instrumental in the opening up of this vast country by constantly impressing upon the Chinese Government the necessity of erecting land-lines between larger towns, and, although several attempts met with disappointment, his efforts were at last rewarded by the company being entrusted by the late Viceroy, Li Hung-chang, with building a whole net of land-lines from 1881 and onwards.

Commodore Suenson was known to practically all the cable companies and telegraph administrations of the world, having attended all the Telegraph Conferences up to 1903 held from time to time in the large capitals of Europe. On account of his great personality, and as he was able to express himself fluently whether in English, French, or German, he soon gained a leading position amongst the representatives present at the conferences, where he was always listened to with great attention. Since his earliest days in the company, and until he retired as chairman of the board of directors in 1910, the history of Commodore Suenson is that of the Great Northern Telegraph Co., of which he was the guiding spirit. His death means the loss not only of the maker of a great cable company, but of one of the best-known pioneers of cable telegraphy.

MR. ASQUITH AT 70.

"Few even of those who know that Mr. Asquith has been in politics for over a third of a century realise that to-day the ex-Premier enters upon his 70th year," says a recent issue of the London Chronicle. "He is, in fact, only some five years the junior of Lord Rosebery" and four years younger than Mr. Balfour, the only other ex-Prime Ministers still living. "There are now in the House of Commons very few members who were in the Chamber when Mr. Asquith arrived in 1886, but he is completely out of the running for the honor of 'Father' by reason of his defeat in East Fife at the last General Election. Instead, Mr. Lloyd George may before long hold the distinction."

A NEW INDIAN FEVER.

TYPHUS-LIKE QUALITIES.

PROBABLY TRANSMITTED BY TICKS.

Lieut.-Colonel J. W. D. McGaw, I.M.S., who is on special duty as Director, Calcutta School of Tropical Medicine, contributes to the Indian Medical Gazette an article on a typhus-like fever in India which in his view is possibly transmitted by ticks. He says the investigations of Lieut.-Col. McKeechie, I.M.S., have shown that fever clinically similar to typhus exists in Sat Tal and Bhim Tal. He found it hard to reconcile the concurrence of typhus in these places with what is known of the epidemiology of typhus, but he was forced to the conclusion that the disease was really nothing but typhus. He goes on: "My personal experience and a consideration of the available evidence have led me to form a strong suspicion that the disease is one affecting the animals of the jungle and that it is conveyed to man by a tick, and that the disease is either the same as Rocky Mountain fever or at any rate closely related to it."

The disease is probably widely distributed in India and other parts of the world, but remains unrecognised because of its superficial resemblance to typhoid fever.

Systematic research by a medical entomologist and pathologist is urgently needed to clear up the doubtful points in connection with the disease, which will probably be easily preventable when the source of infection is demonstrated.

In the meantime it would appear to be worth while to take precautions against tick bites in the affected localities on the lines that have proved successful in the Rocky Mountains.

The methods of prevention that have already proved successful in controlling the fever of the Rocky Mountains are:—Avoidance of the tick bite.

Careful examination of the body after exposure to the risk of tick bites. If the tick is removed within two hours, there is little risk of infection being conveyed.

Thorough removal of ticks from dogs, cattle, and other domestic animals at frequent intervals, either by hand-picking or by "dipping."

Avoidance of the places known to be foci of the disease.

Poisoning the small mammals of the jungle, as these are likely to be the reservoirs of the disease.

The disease seems at present to be most prevalent in the vicinity of Bhim Tal and Sat Tal.

U.S. SHIPPING BOARD.

CUTTING DOWN EXPENSES.

The United States Shipping Board has effected a drastic reduction of its personnel, adjustment in its services, and decrease in its agencies, in order to tide over the present difficult situation, according to dispatches received by Japanese shipping companies. As the result of these retrenchments, its personnel now numbers 6,353, the amount of salaries to be paid them being \$12,950,000, which is a decrease of 1,098 in the number of personnel and \$2,940,000 in salaries. The reason why the ratio of decrease in salaries is smaller than that in the number of personnel is due to the fact that the Board authorities have kept on the pay roll able and efficient men who are drawing large salaries.

With reference to adjustment of the Board's services abroad, branch lines in the services to South America and in the Pacific which return but a small profit to the Board have been discontinued. Regarding agencies, they have been limited to one in a port, which has enabled the Board to cut down its expenses in handling cargoes to one third of those hitherto incurred therefor.

GERMAN FREEMASONS.

EFFORT TO REOPEN A LODGE IN LONDON.

Until the outbreak of war there were under the Grand Lodge of England two German lodges meeting in London. The edict of Grand Lodge in the early days of the war prohibiting enemy alien Freemasons from entry into any lodge working under the English Constitution caused these lodges, however, to suspend working.

An effort is now to be made by the members of the Pilgrim Lodge No. 238—the older of the two lodges, which was established in 1799—to effect a reactivation. The *Friemauer Zeitung*, of Vienna, states that the brethren remaining in London are now planning the building up of the lodge again, "and hope for success, although they are facing great difficulties." This step cannot, of course, be effected while the inhibition remains on the statutes of the Grand Lodge of England.

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THE LATE MR. W. G. LAY. A LONG AND HONOURED CAREER.

By the death of Mr. William George Lay, Commissioner of the Chinese Maritime Customs Service, stationed at Kowloon, which was announced in our columns yesterday, the Chinese Maritime

Customs loses one of its oldest officials—a personality well-known in all the ports of the Far East and one who was the holder of a name that has been a familiar one in China for two generations. Mr. Lay was not so well-known in Hongkong as in other ports, for he had only been here a little more than a year and had not had time to be stationed here at any previous period of his 40 years' residence in the Far East. If he had had a greater opportunity of extending his circle of acquaintance in Hongkong, before his untimely death, the qualities of mind and heart that had won him the respect and esteem of so many "old China hands" would have been more widely recognised here also.

In his younger days Mr. Lay had enjoyed good health; he was well-known as a tennis player and another of his favourite recreations was walking. Four years ago, however, he had to undergo a serious operation, and after that, although he continued to perform the duties of his office, he did so under a considerable handicap. He attended at the office of the Customs in Chater Road so recently as last Saturday, but he had been complaining for some little time of pain which was thought to be more or less a natural consequence of his operation. It proved, however, to be a return of the complaint. Another operation was found necessary and it was performed at the Peak Hospital on Tuesday but the patient never recovered; in fact he succumbed before the effect of the anaesthetic had passed away.

Mr. Lay was 59 years of age and leaves a widow who also has been in indifferent health for some time. There are three children—two sons and a daughter—Mr. A. H. Lay (who is with Messrs. W. G. Humphreys & Company, Hongkong), Mr. Arthur Lay (who is in Messrs. Reiss & Co's Canton office) and Mrs. Mackintosh who, with her husband and family, is now on her way back to the Colony after a visit home. A sister, Mrs. Hottel, lives in Canton; another sister is Mrs. Comrie, wife of Mr. R. C. Comrie, of the Standard Oil Co., Hongkong.

Mr. Lay has many relatives and connections who are in the Customs Service, as Commissioners and in other capacities, in many parts of China. The name is especially well known in the North of China. The first Inspector-General of Customs was a member of the family. A brother of Mr. Lay's is Consul-General at Seoul, in Korea.

A complete account of Mr. Lay's career in the Customs' service could only be compiled after a great deal of research and reference to records kept in many other parts than this. He may be said to have devoted his life to the Service of the Chinese Customs for he is believed to have entered the service in 1890 or thereabouts. He rose through all grades and had been a Commissioner for many years. He had a high reputation as an honourable, high-minded and exceedingly capable public servant. His well-earned retirement or pension was due in only a few months from now.

During the time that Mr. Lay had been Commissioner of the Kowloon Customs he identified himself with religious work in Hongkong at St. John's Cathedral. He was a member of the Church body and his advice and experience were greatly prized in the course of its deliberations. On his retirement Mr. Lay looked forward to devoting still more time to Church work.

General regret will be felt in the Colony at the sudden and tragic loss of one prominently associated with public affairs in the Far East.

THE FUNERAL.

The funeral took place last evening at Happy Valley when a great number of wreaths were sent by public institutions, business firms, private individuals and families and one from H.E. the Governor and Lady Stubbs. The Bishop of Victoria (the Rt. Rev. Dr. C. B. Duggan) and the Ven. Archdeacon Barnett conducted the funeral service. Amongst those who followed the body to its last resting place, H.E. the Governor was represented by his A.D.C., Captain Neville. Others who were noticed were: the Chief Justice (Sir Wm. Rees Davies, K.C.), the Puisne Judge (His Honour Mr. H. E. Gompertz), the Colonial Secretary (Hon. Mr. C. H. Kemp, K.C.), the Hon. Mr. H. E. Pollock, K.C., Lieut. Colonel Nicholson, Lieut. Colonel Hake, R.N.R., Mr. A. Dyer Ball, Mr. S. B. B. McElderry, Mr. Moore (Deputy Commissioner of Chinese Customs), Mr. E. D. C. Wolfe, Mr. T. H. King, Mr. W. Armstrong, Mr. R. Sutherland, Mr. P. L. Knight, Mr. A. E. Martin, Mr. A. J. W. Ross. The immediate mourners were Mr. A. H. Lay (son) and Mr. R. C. Comrie (brother-in-law).

The following is a list of the wreaths sent: From "Nora and Dick," "Kate and Arnold," "Minnie and Arthur," "Sheila, Alan and Douglas," "Betty," "M.C.D." From Sir B. E. and Lady Stubbs, Lady Kirkpatrick, Mr. and Mrs. W. Armstrong, Mr. and Mrs. E. de W. Abney, Mr. Ah Cheung, Mr. Au Chuk Ming, Lieut. Col. Hayley Bell, D.S.O. (Lappa Customs), Dr. and Mrs. G. D. R. Black, Mr. and Mrs. W. H. Bell, Mr. and Mrs. Richard F. Bryan, Mr. and Mrs. F. Bevington, Mr. John Bartholomew, Mr. and Mrs. Bernard Brown, Mr. and Mrs. F. M. Crawford, Mr. and Mrs. W. J. Cooper and family, Mr. and Mrs. A. B. Cavalier, Dr. and Mrs. Kenelm Digby, Mr. and Mrs. E. R. Dovey, Mr. and Mrs. John Duncan, Mr. and Mrs. A. Denison, Mr. L. J. Davies, Mr. and Mrs. G. T. Edkins, Miss E. M. Forsyth. (Continued at foot of next column.)

ATTEMPTED ROBBERY. SCHOOLBOY HELPS TO CAPTURE A THIEF.

A young Chinese named Yeung On, was charged before Mr. Lindell, at the Magistracy, yesterday, with being unlawfully on premises with intent to commit a felony.

The Magistrate was informed that the defendant had only been released from prison on the morning of the 12th inst., where he had been doing three months' hard labour for stealing. Within a few hours of his release he attempted to steal a parcel, from a cubicle, on the second floor, of No. 268, Des Vaux Road.

The intelligence of a small schoolboy led to Yeung On's arrest. The little witness had an air of importance about him and his statement in the witness-box was emphasised by dramatic movements of his hands. The boy said that on the evening of the 12th, at about 9.45 o'clock, he was aroused from sleep, by the creaking of the bolts on the staircase door. He lay quiet, and shortly afterwards, a head appeared above the top of the partition door. Witness looked up and the head disappeared immediately. He lay down again and pretended to be asleep, but watched carefully out of the corner of his eye. The head appeared again and presently the upper part of the body came into view. Prisoner thrust an arm through the open wood work above the door and tried to reach a parcel, lying on a shelf below. Witness waited until prisoner's face could be seen and then gave the alarm, shouting "chief," "stealing." Prisoner immediately ran away and the schoolboy gave chase into the street, shouting out as he ran. A Chinese constable, No. 380, took up the pursuit and the prisoner was captured.

Prisoner, on being asked if he had any questions to ask, said: "From the rough way in which I was arrested I might have committed a murder."

The Inspector said that defendant admitted the charge, and that he wished to be banished. He had signed a statement to that effect.

The Magistrate: Did you actually say: "I confess. I wish to be banished." Defendant: No; it is not true.

The Magistrate: Why did you sign the statement to this effect then?

Defendant: They compelled me to sign my name.

The Magistrate: I don't believe you. You are committed for trial at the next Criminal Court, to be held next month.

Defendant said the police could hang him if they so wished; he did not care.

BANISHMENT ORDER DISREGARDED.

A Chinese, carrying his bamboo hat in an unusual manner, aroused the suspicions of Constable No. 139, who asked the man to show him what the hat contained. A blanket was discovered, which proved to be a stolen one. The man was taken to the police station and a charge of larceny was prepared for the following day's Court. Meanwhile, criminal records were investigated and suspicious records were confirmed when it was ascertained that the man had been banished for life, from the Colony, on the 30th June, of this year, and that he had actually left the Colony on the 25th July. At the Court yesterday the Inspector asked if the charge of stealing could be dropped, in view of the more serious charge that would now be preferred against the prisoner. Mr. Lindell dismissed the charge of stealing, against defendant, but committed him for trial to the Criminal Court for breaking his sentence of banishment.

Mr. and Mrs. H. H. Gompertz, Lieut. Conway Hake, R.N.R., the Hon. Mr. Ho Fook, Dr. and Mrs. G. Montagu Harston, Mr. and Mrs. E. B. C. Hornell, Mr. and Mrs. H. C. R. Hancock, Mr. and Mrs. E. D. Hilliard, Mr. W. M. Humphreys, Mr. G. J. Harman, Mr. Ho Pak Ping, Mr. Ho Kwong, Mrs. Jenkinson, the Hon. Mr. J. H. and Mrs. Kemp, Mr. S. A. Klubien, the Hon. Mr. Lau Chu-nak, Mr. and Mrs. W. L. Leask, Mr. and Mrs. R. E. Lindell, Mr. Douglas M. Larkins, Mr. B. Lake, Mr. Lau Sing Chuen, Mr. Leung Yak Tong, Mr. Lai Yan Sang, Mrs. Alexander Mackenzie and family, Mr. and Mrs. F. A. Mackintosh, Mr. and Mrs. R. Melville Smith, Mr. and Mrs. T. Matthews, Mr. and Mrs. J. B. Macleachlan, Mr. A. E. Martin, Mr. A. Morrison, C. B. W. Moore, Mr. Ng Kwok Hing and family, Mr. James Ormiston, the Hon. Mr. H. E. and Mrs. Pollock, Mr. and Mrs. J. A. Plummer, Mr. and Mrs. L. C. Parker Rees, Mr. and Mrs. D. A. Purves and Mr. D. J. Purves, Mr. and Mrs. A. J. W. Rosser, the Hon. Mr. Claud Severn and Mrs. Severn, Mr. and Mrs. Chas. C. Stark, Mr. and Mrs. Robert Sutherland, Doris Stevens, Mr. G. W. Sewall, Mr. Tsang Foo, Mr. and Mrs. H. P. Winslow, Mr. and Mrs. N. Luke Watson, Mr. and Mrs. P. Douglas Wilson, the Rev. C. T. Waldgrave, Mr. J. P. Wilson, Mr. G. G. Wood, Mr. Wong Kwok Kin, Mr. H. L. Wong.

In addition to wreaths from individuals the following were received: From the Customs Service, Kowloon; the Chinese Staff of the Customs Service, Kowloon; the Shumchun and Shantaukok Customs Offices, Kowloon Railway; the Customs Staff, Lintin (foreign and Chinese staff); the Chinese staff at Taishan; the Officer-in-Charge and staff of Samun Custom House; the telephone attendants of the Chinese Maritime Customs; the officers of the Revenue Launches; the Officer-in-Charge, Kwai-miao Station; the P. & O. B.L. and Allied Lines; the Asiatic Petroleum Co., Ltd.; Messrs. W. G. Humphreys & Co., the Manager and Staff of the Kowloon-Canton Railway; the Chinese General Chamber of Commerce and the St. Andrew's Society, Hongkong.

HUGE HAUL OF DUTIABLE CIGARETTES.

TO WHOM DO THEY BELONG?

At the Magistracy, yesterday, Wen Chun, the proprietor of the Yu Cheong Loong firm 18, Wing Kat Street, was summoned by Revenue Inspector Grimmett,

for having in his possession 110,000 dutiable cigarettes.

Mr. N. L. Smith, Superintendent of Imports and Exports, prosecuted. Defendant was represented by Mr. C. F. Mason.

Evidence was given, by a Chinese Revenue Officer, that on the morning of the 2nd inst. he stopped two coolies in Wing Lok Street and in consequence of information received he took them as well as a big case, marked in Chinese "Incense sticks," which the coolies were carrying, to the Harbour Office. At the Harbour Office the case was examined and the contents were found to be 38,000 cigarettes. Acting on the information of the coolies, the Chinese revenue officer went on board the steamer *Honan* and received from the "goods receiver" of the ship an envelope, which states the name of the consignee of the case described in Chinese as "incense sticks."

Mr. Mason said he understood from his clerk that the envelope bore the name of another firm, "on the premises of the Yu Cheong Loong shop." On the first floor of 18, Wing Kat Street were the offices of three firms.

Revenue Inspector Grimmett said that, acting on the information of the coolies, he searched No. 8, Kwai Wah Lane, a godown, and found 62,900 dutiable cigarettes placed in small boxes, alongside a wooden case. There were 14 empty cases, similarly marked, as the one near which the cigarettes were found, and a number of drums. The cigarettes which he found on the premises were just sufficient to fill one case. As he was unable to find the owner of the godown he stationed one of his Chinese subordinates in Kwai Wah Lane to watch, if anyone should enter the godown. Later in the day a small boy was brought into the office. The boy, he was told, went to the godown to lock the door and on him were found several keys and two locks. When questioned by witnesses, the boy said he was sent to the godown by Wen Chun.

Mr. Mason wanted to know from Inspector Grimmett what were the marks on the empty cases which he found in the godown. Inspector Grimmett said the marks were in Chinese. He was told by the Chinese Revenue Officers that the marks on all the cases were identical. The Court interpreter said the words on the case produced (which was one of those found in the godown) were "Kwong Man Heung shop, Canton. Famous incense sticks."

The boy, referred to by Inspector Grimmett, was then called to the witness box. He said he was a servant boy employed by defendant and worked in the Yu Cheong Loong firm. On the morning of the 2nd inst. Chui Yuen, a boarder, and a lodger in his master's shop, asked him to go to 8, Kwai Wah Lane, which he rented as a godown, and put two more locks on the door. He was arrested when he arrived at his destination and when he was asked at the Harbour Office who sent him to the godown he said Chui Yuen. He mentioned defendant as his master and told Inspector Grimmett that he came from the Yu Cheong Loong firm.

Examined by the Magistrate, the boy said he did not tell his master when he set out for Kwai Wah Lane. Chui Yuen had previously asked him to lock the godown and to sweep it.

Mr. Mason said it was not uncommon among Chinese for a servant boy to be asked to do something for a lodger in his Master's shop. Chui Yuen also carried on business at the same address as his client. The drums found in the godown contained bleaching powder. He had written to Mr. Smith, demanding the release of them. He could produce the owner.

Mr. Smith said he would retain them until they were applied for by Chui Yuen.

The rent collector of 8, Kwai Wah Lane, deposed that the premises were let to a man in September, and the rents for that month and for October were paid by a man named Lin Tat. He did not know Chui Yuen.

After further evidence the Magistrate discharged defendant on account of insufficient evidence.

OVERSEAS CLUB AND PATRIOTIC LEAGUE.

On Friday, November 25th, the day on which Lord Northcliffe is expected to pass through Hongkong—Sir Paul Chater is entertaining a large number of the Community to a reception at Marble Hall at 3.30, in the name of the Overseas Club and Patriotic League, of which Lord Northcliffe is President, and to which he has for many years devoted a large amount of interest and assistance.

It is hoped that, if time can possibly permit, Lord Northcliffe will be present, and every effort is being made to render this possible.

Sir Paul, in any case, is extending the full hospitality of his beautiful house and garden, and His Excellency the Governor and Lady Stubbs will be present.

At 4 p.m., the guests will hear some details of the Overseas Club and its objects, and, in addition to the attractions offered by Marble Hall itself with its priceless collection of china, the lawn and terraces will be at the disposal of the guests. The band of the 2nd Wiltshire Regiment will play in another part of the garden, and a short programme of music is being arranged to take place in the music room.

UNIVERSITY OF HONGKONG. ST. JOHN'S HALL CONCERT.

The last of the series of Hostel concerts was held in St. John's Hall, on Monday, November 14th. Amongst those present were the Bishop of the Diocese, Sir William and Lady Brunyate, Mr. and Mrs. P. L. Knight, Professor and Mrs. Middleton Smith.

The Hall was tastefully decorated with flowers and flags, the pillars and doorways being wreathed with greenery, and the entrance illuminated with Chinese lanterns, the whole effect reflecting great credit on Mr. Wong Ping Kwan who had taken charge of the work.

In his opening remarks the Chairman, Mr. Choo Shing Kin, expressed the great pleasure it gave them to welcome so many guests to the Hall, and thanked, in advance, those artists who had so kindly come to assist.

The most striking features of the performance were the two sketches, one in English and one in Chinese, produced by the Students of the Hall. The English sketch, written by Mr. Phoon Seck Quai, was under the direction of Mr. Ngan Shai Leung, who took a leading part in "The Gods of the Mountains" produced by the University in 1920, and was very well received. But it was even surpassed by the Chinese Farce "Concerning Themselves," with which the second part of the programme opened. Written by Dr. Hu Shi, of Shanghai, the plot deals with the ways of a girl who does not wish to marry the man of her parents' choice. The acting was wonderfully finished, so much so that even those who knew no Chinese were able to follow the story with the greatest of ease.

The shorter items were impartially divided between Chinese and Western music. The instrumental contributions by Mr. Bowes Smith (piano) and Mr. Ramon Alberto (violin) were much appreciated. In the Guitar Trio by Messrs. Ho Lau Tong, Lau Sung Sam, and Lam Siu Poh, there was an opportunity of hearing Chinese music at its best, and the singing of the illuminated clubs by Mr. Yang Keng Tok pleased the eye as much as the music pleased the ear.

The full programme was as follows:—

PART I.
1.—Song—"Kismet, if I could only fly"—Maudie Forster.

MR. PHOON SECK WAH.

Accompanist:—MR. PHOON SECK QUAI.

2.—Cantonese Music—"Lau Yew Sun".

Traditional.

Our Cantonese String Band.

3.—Song at the Piano—"Se Siren Rose".

Arduiti.

MADAME LOTTIE GORDON.

4.—Torch Display.

MR. YANG KENG TOK.

5.—Comic Song.

MRS. SALTER.

6.—Guitar Trio—"Eighteen Beats".

Traditional.

MR. HO LAU TONG.

MR. LAU SUNG SAM.

MR. LAM SIU POH.

7.—Song.

Accompanist:—MRS. ALBERTO.

8.—A Sketch—"When the heart is young".

Mr. Phoon Seck Quai.

Cate:—Harry Lee—(a lad studying abroad).

Mr. Oon Aik Keong.

Saunt:—(Harry's friend).

Mr. Phoon Seck Wah.

Mr. Lee—(Harry's father).

Ngan Shai Leung.

INTERVAL.

PART II.

1.—Chinese Farce—"Concerning themselves"—Dr. Hu Shi.

Cate:—Mr. Tin—the father.

Mr. Li Chung Ching.

Mrs. Tin—the mother.

Mr. Chou Cheng Yuk.

Miss Tin—their daughter.

Mr. Chai Sek Nin.

A blind fortune teller.

Mr. Lo Ying Tsuen.

A maid servant.

Mr. Wong Hong Kwok.

2.—Piano Solo—"Selection".

MR. BOWES SMITH.

3.—Song—"The Waking of Spring".

Del Reize.

MADAME LOTTIE GORDON.

4.—Violin Solo—"Berceuse" (Jocelyn).

Godard.

MR. RAMON ALBERTO.

Accompanist:—MR. M. PORCUNA.

5.—Cantonese Song—"Cheng Wen".

MR. CHOO SHING KIN.

Chinese National Anthem and "God Save the King."

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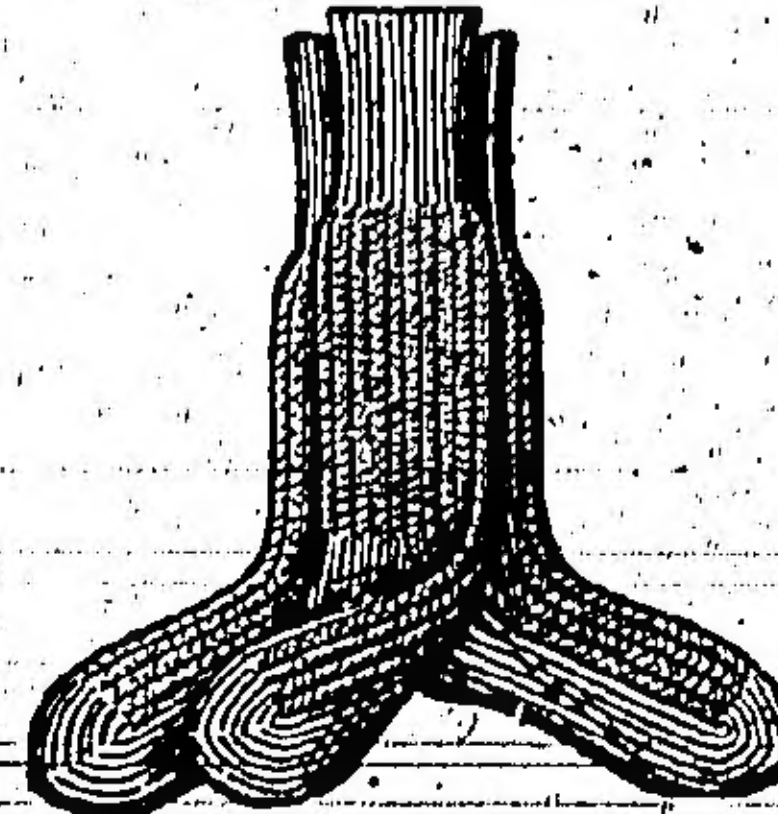
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CABLES.

LATEST CABLES.
[THROUGH REUTER'S AGENCY.]WASHINGTON CONFERENCE.
A COMMISSION OF ADMIRALS TO
CONSIDER MR. HUGHES' PLAN.

WASHINGTON, November 16th.

The Armaments Limitation Committee has decided to appoint a Commission of Admirals to present a detailed report on Mr. Hughes' plan. An American, Mr. Theodore Roosevelt, will preside. The Admirals will be Beatty, Debon, Kato and Acton. The last-named is an Italian.

MARINE CABLES.

VIEWS OF BRITISH DELEGATES.

"A SPLENDID BASIS OF SETTLEMENT."

WASHINGTON, November 15th.

According to a fuller statement of the British modifications to Mr. Hughes' proposals, the chief British objection is to the system of replacement of capital tonnage and the allocation of half a million tons each to Great Britain and America and three hundred thousand to Japan. The principle is not questioned, but it is pointed out that the decade-holiday proposal would be practically meaningless unless armament plants were drastically reduced. British experts opine that the period allowed for rebuilding should be spread over a term of years. It might be agreed to build one ship yearly or to allow each country only one building plant, thus permitting it to keep abreast of improvements. Moreover British circles feel that unless the means of building ships are curtailed any scheme which controls the number of ships actually built will fall short of the ideal desired and sought, because any country will be in a position at any time to force its Navy up to any strength desired.

Regarding submarines, Great Britain possesses and does not desire ninety thousand tons, which would be her quota under Mr. Hughes' scheme. Even if Great Britain does not suggest the abolition of submarines, she will certainly urge rules for limitation of their size and armament. While the British delegates realise the force of the contention that it is impossible to check the building of small craft without inspection, they reply that no Power could build large submarines—say of 4,000 tons—and train the personnel required secretly. It is pointed out that only large submarines are capable of offensive operations; the smaller ones are available only for defensive purposes.

The British delegates also consider that the Americans derive an advantage from Mr. Hughes' proposals in the matter of aeroplanes. Whereas Great Britain had to build a large number of carriers owing to war emergencies and will be unable to build more America has practically none, and will be able to incorporate the latest designs in improvement in her quota. Apart from these modifications, the British delegation wholeheartedly welcome what they consider a splendid basis for settlement.

MR. BALFOUR'S STATEMENT OF
BRITISH VIEWS.

Mr. Balfour's presentation of Great Britain's views concerning the limitation of naval armaments was the dominating feature of the second session of the Conference, held to-day, when the galleries were crowded with notables. Mr. Balfour described Mr. Hughes' proposals as a great historical event, making November 15th a new anniversary in connection with movements of the reconstruction of the world. He pointed out that while the United States are preoccupied in their communications, no citizen of the British Empire could forget that his life depended upon the Empire's sea communications.

Mr. Balfour said that he was not lamenting Great Britain's weakness, "Far from it," he added. "We are strong in hope and the ardent patriotism binding us together; but this strategic weakness is obvious to everyone who reflects. It is known to our enemies and they don't let it be forgotten by our friends."

Mr. Balfour believed, as regards the battleship basis, that the proportions as between the various countries were reasonable, but suggested that submarine tonnage might well be reduced and the construction of large submarines prohibited. He suggested that the questions of the replacement of capital ships and of cruisers which were not required for a fleet action should be referred to technical experts, as they did not affect the main structure of the American proposal. Mr. Balfour's reference to submarines was acclaimed; and when he promised the full, loyal, and complete co-operation of Great Britain in the general American plan the audience rose and cheered for half a minute.

After reading a cablegram from Mr. Lloyd George endorsing the speeches of President Harding and Mr. Hughes, Mr. Balfour concluded amid tremendous applause.

LATEST.
GREATEST ARMAMENT REFORM
EVER CONCEIVED.

Mr. Balfour particularly laid stress upon Great Britain's dependence upon sea communications, and asked his hearers to imagine the Southern States of the United States suddenly removed ten thousand miles across the sea, while the heart of the country consisted of a small crowded island depending on overseas trade for materials and food. Therefore no Britisher was able to forget that he lives by sea communications. Without them, he and the Empire would perish. The British delegation agreed with Mr. Hughes' scheme in spirit and principle, and regarded it as the greatest reform in connection with armament ever conceived by statesmen.

While he considered that an attempt to enter into details of the scheme would be ill-fitting on such an occasion, he declared that there were details which can only be adequately considered in committee. British experts were inclined to think the submarine tonnage was too large. Submarines were a class of vessel most easily abused. In the late war they were grossly abused. He suggested limitation of the tonnage and prohibition of construction of large submarines, on the ground that the latter were intended not for defence but for attack, probably by methods which civilised nations regard with horror. Mr. Balfour suggested that other details in connection with the replacement of obsolete battleships, also the question of cruisers, be considered by technical experts, and emphasised that these modifications did not touch the main outline of Mr. Hughes' structure, which, he believed, would remain for the admiration and use of mankind.

Mr. Balfour's speech was listened to amid tense silence and greatly impressed the members of the conference, while the personal dignity and solemnity of the utterance infused every word with significance and importance. Mr. Balfour's speech, which was made without notes excepting words scribbled on the back of an envelope, was received with the greatest enthusiasm.

JAPANESE DELEGATE'S
RESPONSE.

Baron Kato declared that Japan was ready to proceed with sweeping reductions of naval armaments. She did not desire a fleet equal to that of the United States or of Great Britain, but the proposals for replacement would be specially considered by the Japanese naval experts with a view to suggesting certain modifications, which Baron Kato hoped the American and other delegates would consider.

LATEST CABLES.

JAPAN'S WHOLE-HEARTED
ADHERENCE.

Viscount Kato said Japan was deeply appreciative of the American plan and could not remain unmoved by the high aims actuating the project. It would be universally admitted that a nation must be provided with such armaments as are essential to her security. This requirement must be fully weighed in examination of the plan. With this in view certain modifications would be proposed in Japan's existing plan as would conclusively show she had never contemplated preparation for offensive war.

Very great interest centred in Viscount Kato's speech. Although the Japanese delegation had expressed informal general approval of the proposals, it was believed that the Japanese were uneasy over their far-reaching nature. The relief was correspondingly great as Viscount Kato in dignified tones announced Japan's whole-hearted adherence.

Mr. Hughes wound up the debate thanking the representatives of the Powers for their cordial speeches and declaring that the time had arrived to proceed with the consideration of the details. The whole question could now be studied with assurance that the outcome of the Conference would be an appropriate agreement, ending offensive naval warfare.

Late in the afternoon the delegates of the five leading Powers went into committee in order to discuss Mr. Hughes' proposal.

Signor Schanzer and Mr. Briand announced the general approval of the Italian and French Governments of the American proposals. The proceedings were then adjourned.

EARLIER CABLES.

A CABLE FROM MR. LLOYD
GEORGE.

WASHINGTON, November 15th.

Mr. Lloyd George has cabled Mr. Balfour wholeheartedly endorsing Mr. Balfour's opinion that President Harding's and Mr. Hughes' speeches are bold, statesmanlike utterances, pregnant with infinite possibilities, and adding that nothing could augur better for the success of the Conference.

BRITISH NAVAL EXPERTS
"GREATLY SATISFIED."

LONDON, November 15th.

British official telegrams state that the naval experts were busily engaged until a late hour on Mr. Hughes' proposals. All are greatly satisfied with these. Henceforth no communications will be made for public apart from official communications.

CHINESE DELEGATION GRATIFIED.

WASHINGTON, November 15th.

Dr. Wellington Koo, in a special statement, says that the Chinese delegates are greatly pleased with the spirit of fairness and the high moral tone which characterised the opening of the Conference. If the great problems can be solved in this spirit, China has much to expect from the Conference. The Chinese delegation faces the issue with confidence and hope.

WOMEN PROTEST.

WASHINGTON, November 16th.

The Chinese and British advisers were the first to arrive at the Conference, followed by members of the American advisory committee. A strong military cordon was drawn round the Conference hall, and only bearers of official credentials were allowed to pass.

As the delegates were assembling half a dozen women paraded in front of the main entrance with banners demanding the release of political prisoners before speeches began.

The Conference unanimously adopted the committee plan worked out by the chairmen of the five principal Powers.

LATEST CABLES.
INTERNATIONAL LABOUR
CONFERENCE.
HOURS FOR WOMEN AND CHILDREN
IN AGRICULTURE.

GENEVA, November 15th.

The Labour Conference adopted by 82 votes to 5 a recommendation regulating night employment of young people under eighteen in agriculture in order to ensure nine consecutive hours of rest. British Government and employers' delegates abstained from voting, the former urging that nightwork was essential in the lambing season. The Japanese employers' delegate opposed the proposal.

The Conference adopted by 90 votes to 4 recommendations dealing with nightwork for women and children in agriculture. It adopted by 74 votes to 12 a recommendation dealing with agricultural living conditions.

DUTCH SECOND CHAMBER.
SOCIALIST AMENDMENT TO
CONSTITUTIONAL BILL.

THE HAGUE, November 15th.

The debate was continued on the Constitutional Amendment Bill. The Second Chamber adopted a Socialist proposal that a declaration of war must be ratified by Parliament.

PARIS UNIVERSITY HONOURS
BRITONS.

PARIS, November 15th.

Paris university has bestowed the degree of Doctor honoris causa upon Mr. Rudyard Kipling and Professor James Frazer, British Royal Academy.—Havas.

FRENCH ENVOY FOR
CONSTANTINOPLE.

PARIS, November 15th.

The French diplomatic envoy, M. Franklin Bouillon, has left for Constantinople.—Havas.

EARLIER CABLES.

U.S. IMMIGRATION LAW.

BALI'S MANAGER SENT TO ELLIS
ISLAND.

NEW YORK, November 15th.

Mr. Giras, the Calcutta manager of the firm of Bali Brothers has been sent to Ellis Island with his family because his papers indicated a probable stay in America of seven months, which the officials consider classes him as an immigrant, although the law does not specify a period.

THE COTTON INDUSTRY.

PROPOSED SHORT TIME.

LONDON, November 15th.

The Federation of Master Cotton Spinners has decided to ballot 80 per cent. of their members, engaged in American cotton, as to whether they are prepared to reduce the working week to twenty-four hours. A hundred thousand operatives are concerned.

THE IRISH NEGOTIATIONS.

GOVERNMENT'S REPLY TO ULSTER.

LONDON, November 15th.

After three long sittings the Cabinet despatched a reply to Ulster's counter-proposals, which it is understood, merely reaffirms the Government's position.

FAR EASTERN CABLE
NEWS.

[THROUGH REUTER'S AGENCY.]

EFFORTS TO SAVE THE BANQU
INDUSTRIELLE.

PARIS, November 15th.

A semi-official message states that M. Doumer, Minister of Finance, addressed the Finance and Foreign Affairs Committees on the subject of the Industrial Bank of China. Referring to the suggestion that the instalments of the Boxer Indemnity still owing to France might be utilised in order to save the bank, he declared that he was unable to act in M. Briand's absence. The Committee therefore decided to adjourn.

M. Marsal, Finance Minister in the Leygues Cabinet, declared that he was solely prompted by national interest in his efforts to interest powerful bankers to save the bank.

M. Poincaré said that telegrams from China emphasised the difficulties caused by the failure of the Bank, together with the moral and material prejudice France had suffered. M. Poincaré declared that it was absolutely necessary to consider means of safeguarding French influence and prestige in the Far East.

LIGHT CRUISER "DURBAN" LEAVES
FOR CHINA STATION.

LONDON, November 16th.

The light cruiser Durban, in command of Captain Reinold, is departing from Devonport for the China Station. She will take out the gifts presented to her at a recent ceremony in London on behalf of the people of South Africa. She is due at Colombo on December 15th, at Singapore on December 25th and will arrive at Hongkong on January 5th.

SIR FRANCIS PIGGOTT AND
SHANTUNG.

"A RECOGNITION OF RIGHT."

The following is the full text of Sir Francis Piggott's recent letter to The Times on this subject:—

"Sir,—It is doubtful whether the full significance of the recent offer of Japan to China for the settlement of the Shantung difficulty has been fully appreciated. The basis of the offer is the restoration of the lease of the peninsula to China. Japan has thus expressed her willingness to forego the benefit which her Allies gave her in recognition of the service rendered by the subjugation of the German colony of Tsingtao.

So many matters of greater magnitude were dealt with by the Peace Conference that the attention of the world has only been given intermittently to this question, which nevertheless contains the germ of infinite trouble in the Far East. A large section of the public has been content to assume that whatever the Allies did at Paris was right, and the fact, with all its dangerous consequences, that Shantung is part of China has been ignored; as also the fact that on account of this transfer of her territory without her consent, in virtue of an agreement with Japan which she considered not-binding on her, China declined to sign the Treaty of Versailles. Yet the thing having been done as it was done, it must be admitted that Japan would have been within her rights if she had taken her stand on the Treaty and exacted the support of the other signatory Powers in her action.

On this simple statement of the facts Japan is entitled to the credit of an act of magnanimity which, together with her acquiescence in the matter of the island of Yap, must be taken as evidence of her sincere desire to promote the peace of the world even at the sacrifice of her material interests.

But something of far greater importance is involved in her action in regard to Shantung, and, having served both countries, I venture to draw attention to it in the interests of peace. It is a straightforward admission that the decision of the Allies was wrong; and the question of the early arrangement apart, there is no doubt that that decision was wrong, and entirely oblivious of a well-recognized principle of public law. In criticizing the decisions of the Conference we labour under the greatest difficulty; there is no record of the reasons which led to any of them. Abundant gossip is one-sides, and this will have it that many of the decisions were arrived at without reasoning.

Be this as it may, the question of Shantung was very simple; no disputed question of international law was involved in it; and the judgement arrived at was one of the shortest, thus:—It is an admitted principle that when the relations of States with one another take the same form as relations between individuals; then, in the absence of any specific agreement, the law which governs individuals is to be applied to States. This principle was acted on by The Hague Tribunal in the dispute between England and Japan over the Yokohama leases. The same doctrine was vigorously insisted on by Sir Charles Russell in his argument in the Behring Sea Arbitration, when he maintained that there is no international criminal law, nor any international law of contract or tort, and that the property of a State in animals *feræ naturæ* is to be determined by the common law.

The rest is easy. If one should assist a landlord to get rid of an objectionable tenant it does not give the friendly ejector a right to the lease. To gratitude and reward claim; but the lease reverts to the landlord. To judge from Mr. Lansing's illuminating narrative this elementary point does not seem to have been suggested in Paris, though the American adviser got as far as the not dissimilar proposition that a policeman who recovers your stolen purse is not entitled to retain it. Japan in offering this new basis of settlement of the dispute has, therefore, gone far beyond magnanimity. She has recognized the right of the matter, and an injustice sanctioned by the Allies at Paris has been rectified. With this basis of right admitted the settlement of the details of the transfer should not be difficult.—Yours, etc., F. T. Piggott.

SPORT.

FOOTBALL.

KOWLOON v. H.M.S. "TAMAR."

In this 1st division match on the Kowloon ground at 4.15 on Saturday, the team will be Townsend; Morrison; Osrick; Millard, Weyman (capt.), and McKelvie; Comland, Mason, Passo; A. Duncan, and Coombs.

KOWLOON v. UNIVERSITY.

In this 2nd division match on the Kowloon ground at 2.30 on Saturday, the home eleven will be composed of Muskett; Sperry and Adams; A.-W. Brown, Roberts (capt.), and Hazel; Evans, Freddy; G. Duncan, Donovan and Kestoff; Reserves: Norton, Ramsden, and White.

The Only Jack.—"Could I sell you Boswell's Life of Johnson?" Sir asked the book agent.

"Certainly not," replied the self-made millionaire. "I'm not interested in the career of coloured pugilists."

CHILD WELFARE IN FRANCE.
ESSENTIAL CONDITIONS.

[BY PROFESSOR PINARD, DEPUTY FOR PARIS.]

Puericulture ought to mean the science whose object it is to discover and apply all knowledge which affects the increase, the preservation, and the amelioration of the human race. It seeks to protect childhood: (1) before conception, by means of eugenics; (2) before birth; (3) from birth to the close of infancy—i.e., the cutting of the 20th tooth; and (4) from infancy through childhood, to puberty.

I will explain as briefly as possible all that this involves.

(1) Protection Before Conception; Eugenics.—This means the study of the necessary and indispensable conditions for the production of a healthy race—the special study of heredity and of the individuals concerned in procreation. At the present time our information on this subject is rudimentary, and what little we have is almost universally ignored and the same care is exercised in the breeding of the human race as is habitually taken by mankind in the case of animals and vegetables.

At the base of every true civilization must be the sacred principle of respect for the child, even before it is either "born or thought of," and however humble its origin may be. Our universities must teach the rising generation that every adult human being has two great duties to fulfil: (1) to produce, i.e., to work, and (2) to found a family.

(2) Protection Before Birth.—Every individual should live its pre-natal life under normal conditions and for the full period of time. Very often the whole life is affected by the fact of premature birth. Nearly half the children born to-day are born before their time. Is it possible in most cases to prevent premature birth and ensure the full period of gestation? Undoubtedly it is. We possess at the present moment scientific evidence which proves it.

Now, at this stage, it is only possible to protect the child by protecting the mother. Though indirect, this protection is none the less powerful and effective. Remarkable results showing this were obtained during the war.

At the outbreak of hostilities a society was formed called the Central Office for the Assistance of Mothers and Babies in the military district of Paris, under the patronage of Mme. Raymond Poincaré, and with the wife of General Michel as Hon. President and moving spirit. Throughout the war and in the whole of this area it was their object to provide every necessitous family with the social, legal and medical care to which they should be entitled in a civilized community—for every mother before her confinement, and for every child up to the age of three.

Now, the statistics show that even during the first year there were never so many full-time children born in the lying-in hospitals of Paris. We get this result with mathematical precision. And it is not the only one.—The official municipal statistics of the town of Paris show also: (1) a falling-off in the number of still births; (2) a diminution in the number of desertions.

It was to the payment of a weekly allowance to mothers so that they should not have to work during pregnancy, and to the care taken of them, that we owe these results. They demonstrate that during pregnancy every mother should be kept in conditions suitable for the maintenance of her health and for the normal development of her child.

(3) Post-natal Care.—The axiom which should be inscribed at the head of all writings on this branch of the subject is the saying of Thophile Rousseau:—"Any thing which separates the child from its mother exposes it to suffering and puts it in danger of death." We should add that nothing can take the place of the mother's love and the mother's milk.

BREAST FEEDING.

Every mother can suckle her child. In the course of 30 years I have observed many confinements in the lying-in homes for mothers which I have superintended, and in no case have I found the mother without milk. Therefore the two fundamental principles which should dominate the study of the first year of life are: (1) to keep the child with its mother; and (2) every mother to suckle her own baby.

For the mother's milk belongs of right to her child. Puericulture, therefore, condemns every mother who deprives her own child of milk in order to sell it to another. In the lying-in homes for Mothers, founded by the above-mentioned society, every mother has suckled her child.

The mother's milk is the only and the irreplaceable food during the first year of life, and cow's milk should be the basis of the second period of feeding. But this milk must come from a healthy cow; it must be pure and rich, with no possibility of contamination or adulteration either by the producer, the dealer, or the retailer. This involves sterilization. Proper food and the mother's care are not, however, enough. Competent and watchful medical supervision is necessary, more especially till the cutting of the 20th tooth marks the close of infancy.

(4) From Infancy Through Childhood to Puberty.—From this moment the child should pass from its own home to the nursery school, where the work begun in the family should be continued. Hence, until the age of puberty it is at school that the proper supervision of the child should be carried on. This is what Puericulture, properly understood, really means, and this is what I demanded in a Bill which was laid before the Chamber of Deputies in October, 1920.

SOME IDEALS.

The protection of childhood and motherhood will never reach its full development until the responsibility of child-bearing is recognized as the loftiest and the most essential of social functions in which the rights of the unborn child are considered and proclaimed as justly supreme.

The protection of childhood and motherhood will never reach its full development until every mother is assured of the means of carrying through her high task of reproduction for the full length of time and under proper conditions. Unfortunately this complete and wonderful organization does not yet exist in France.

(Continued at foot of next column.)

ACCOUNTANCY AND
ECONOMICS.
WAGES AND OUTPUT.

Speaking at the resumed conference of Incorporated Accountants at Liverpool, on September 30th, Sir Josiah Stamp said that the economic of industry suffered under severe drawbacks compared with other sciences, for it had little power to experiment, and it was overrun with amateurs who saw no necessity for disciplined study in its pursuit such as was readily recognised in chemistry, astronomy, and other sciences. He thought that economics would not now make any important advance by abstract or deductive methods, but depended for its next step forward upon the application of advanced statistical methods of sampling and correlation to the great mass of business data. Accountancy had a monopoly of the facts necessary. He accused accountancy of having sole possession of adequate facts for the past fifty years, and of having produced therefrom no single generalisation of real scientific value as a contribution to economic science. This, he said, was mainly due to the fact that most accountants did not realise what to look for, and a conceived intelligent effort was necessary. After illustrating the various economic questions on which accountants could throw light, he declared that a systematic effort by a small band of workers in the profession would in ten years put the economics of industry on to the basis of an exact science.

The recent introduction of economics and statistics into their professional examinations would probably provide a nucleus of workers in the rising generation of accountants, who, having eyes, would also see, and work out this rich vein of facts in the interests of scientific knowledge.

In the discussion Mr. Arthur Collins, of Birmingham, said it was the economist and not the accountant who had failed to make use of his opportunities. Accountants could only supply the financial data for the statisticians to work upon, and they had published volumes of data of which the economist had made no use. Costs accountants should not be responsible for dictating policy or drawing general conclusions; they would do best to mind their own business, subject, of course, to the general needs of the economist. The members of the accountancy profession could never hope to be economists in the technical sense, but could only expect to be as good a hand-maiden to the economic professor as any other profession.

In the course of his address, Sir Josiah remarked that some valuable discoveries were made during the war as to the relation between human fatigue, or physiology, and hours of work. For example, at one time the Government found that they were getting too much of a certain product, more than was actually required for the operations in the field. It was naturally suggested, therefore, that the overtime being done by the workers should be reduced and the hours of output be increased. Dr. Collins warned his department that the effect would be the reverse, and the output would probably be increased. His warning was justified by the facts, for it was found that a reduction in the total hours of work would result in a sufficiently increased output per hour in the remaining hours to give an actually larger output than before. "The point at which this process stops, and the steps in the relation between hours of work and output efficiency are," (Sir Josiah continued) "all beginning to become known as a part of actual industrial administration. Administration has not yet told us much, nor indeed, examined to any extent, the psychological effect of an alteration in the wage-rate upon output. We know that in certain circumstances if you pay more you get more, but we also know there is a point at which an improved wage lessens output because the worker is aiming, not at the maximum amount he can get in money, but at a fixed figure with the least effort. There is little experience, however, of the quantitative nature of these generalisations, and experimental knowledge is of the crudest character."

Some amusing stories of bright spots in the dull life of an actuary were told by Mr. S. G. Warner, past-president of the Institute of Actuaries, in a lecture at the Central Y.M.C.A., Aldersgate-street, City. An insurance inspector, said Mr. Warner, visited a wealthy industrial magnate, and urged with great eloquence that he should insure his life. The old man seemed impressed, saying he would like the inspector to speak to his young men. Much delighted, the inspector did so, and put all his best work into the speech. At the conclusion the magnate, who was in the chair, rose and said: "You have heard how this gentleman has spoken. He has spoken cogently and well. That is how I want you to speak when you go out with my goods. Good day." An old lady who, said Mr. Warner, was not a mistress of spelling, wrote asking for a list of annuities, as she had given the one she previously had "to a friend, and could not get it back." When it came to the filling in of forms, many people seemed to be seized with a mild form of mental paralysis. One man said his father "died suddenly—nothing serious." Another, faced with the awkward fact that his father had been hanged, wrote: "Father had been taking part in a public function when the platform gave way."

Only that nation which by its social legislation achieves this revolution can justly claim the title of civilized. Some years ago I wrote:—"The greatest progress of civilization will only be accomplished when every child can be assured of hygienic conception, a full-time education in the mother's womb, and a wholesome infancy and childhood until adolescence." I proclaim this to-day with an even deeper conviction.—Times Supplement.

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THINGS EXPECTED OF YOUNG
WOMEN OF TO-DAY.A LADY THANKFUL SHE IS
VERGING ON OLD AGE.

At a public meeting held at Sheffield, on September 29th, made the auspices of the National Council of Women Conference the subject of home construction and management was dealt with in an amusing and instructive manner by Mrs. Oliver Strachey, who considered she was a building contractor, as she had built three beautiful houses. "I built them too beautifully," she said, "to make much money." (Laughter.) Architects and builders tried to make a mystery of house construction, but they did not understand house-building from the women's point of view. They made the height of sinks, shelves, and vases suitable for tall men. (Laughter.) Mrs. Strachey recommended that women should be able to do repairing jobs about the house, but the wife of a plumber in the audience thought that women who did small jobs ought to be left to tackle burst water pipes when frost came. (Laughter.)

Lady Ampthill, dealing with "Some special aspects of women's science" urged that women should have a definite standard of education, and that every woman should be able to do one thing properly and well. At the beginning of the war, when knitting came into fashion, she was thoroughly ashamed of some of the work done, and shuddered to think of the many sore feet which would result. When she saw, now-a-days, so great an amount of charming jumpers, she felt inclined to ask at whose expense the art of knitting had been learned. Those who had to buy children's garments at bazaars, under the blessed guise of charity, knew that the average woman's sewing left a lot to be desired.

A trained nurse, who approved of Lady Ampthill's views, said that when it came to making linseed poultices they had some startling experiences during the training of women for hospital work. (Laughter.)

Lady Frances Balfour confessed that could not help feeling thankful she was now verging on old age, in view of the number of things they had been told, lay before the young women of to-day, and for which they ought to fit themselves. (Laughter.) It made her rejoice to look back upon her youth when she was one of twelve and very idle. She had a governess who could teach her nothing. She (Lady Frances) loved horses, hated the school-room, and never learned to make anything in the kitchen, except very good toffee. (Renewed laughter.) The doors were now open, and it was only a question of whether women fitted themselves and were really fit to undertake public service. When the call of war came to young women her wonder was that they were so fit for what they were called upon to do after the generations in which they had been absolutely denied education. (Cheers.)

"UNWHOLESOME FILMS."

A COUNTESS'S QUESTION.

At the National Council of Women Conference at Sheffield, on September 29th, Mrs. Tetley, of the Leamington branch, moved a resolution calling for the establishment of a national board of censors to consider all films shown at cinemas. It was agreed to in the following form:

That in the opinion of the National Council of Women, it is desirable that there should be a national board of censors, on which there shall be equal representation of men and women, to consider all films shown at cinemas, and that a 'stricter' censorship should be maintained as to films suitable for exhibition.

The resolution was proposed, Mrs. Tetley said, as the result of an appeal from members of the Mothers' Union, drawing attention to the already injurious effect upon children from seeing unwholesome films, and further drawing attention to the warning in the Mother's Union organ and the Boy Scouts' paper that the worst films shown—containing scenes of murder, suicide, divorce, poisoning, and the like—came from America. There were many beautiful films which would yield pleasant hours to many, and even counteract the weariness of a Prime Minister—beautiful scenery, interesting topical events, absorbing novels, and plays, all of which were a great pleasure to adults, and in which children took an intelligent interest. But mixed up with these on some occasions were shown films containing murders, strangling scenes, gambling, hell, low life in America, mock marriages, and corrupt ministers of religion. Surely no one desired such scenes to be shown to the youth of this country, when every effort was being put forward to educate them well. (Cheers.)

Mrs. Allan Bright said that if they could have local by-laws accepted and made obligatory throughout the country, there would scarcely be any need for the censorship asked for. It was very easy to laugh at the cult of the cinema. The very fact that thousands of men and women went there showed how far-reaching was its influence. To thousands of people the cinema was the gate to romance. To countless numbers of children who lived in dark alleys it opened up splendid visions of light, space, sunshine, and deeds of glory. To them it was the magic carpet or the wizard's wand. In that respect the power of the cinema must be recognised. What had to be done was to make it a great power for good. (Cheers.)

Mrs. Tupper Carey (Huddersfield branch) also deprecated the exhibition of sensational films, remarking that in one case where scenes of robbery were being shown several members of the audience jumped to their feet crying, "Down him! Shoot him!"

Lady Selborne: What I want to know is, will films of "Othello" and "Macbeth" be allowed? They seem to me to deal with crime and passion. ("Hear, hear," and laughter.)

The resolution was adopted unanimously.

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DANCING TO BE LESS
STRENUOUS.

THE TANGO AND THE WALTZ.

The coming season is not likely, the Times says, to produce any startling change in popular dances, but they are likely to be less strenuous. About 50 teachers from all over the country are now meeting in London to learn the latest steps that the best London teachers will be demonstrating when society is back from the moors.

Dancing will not be so silent this season; and, perhaps because there are so few steps, there will be little hard thinking and memorising to be done—this, at least, is the opinion of Miss Edith Harding, who held a demonstration class at the Merrick Rooms, De Vere Gardens, W. A variation in the "fox-trot" introduced by Miss Harding this year is the "Dover slip," an attractive and very synopsized side-step done on the sole of the foot. The "one-step" dances, with stiff knees, on the ball of the foot, but with an elastic movement, will be even more popular than last season. But the tango is likely to prove the most attractive of all.

"No one likes to be the first to stand up for the tango," said Miss Harding, "so while on the floor for a fox-trot if the music is changed to a tango the dancers will naturally revert to it. The Parisian Progressive Tango is my weakness. Its elegant and quiet steps, with no vagaries, could, in different tempo, be introduced into the waltz or fox-trot, any number of couples could dance without colliding."

The waltz has changed from its too-tum movement and has been influenced by the tango; the principal and favourite step of the tango, i.e., the Corte, has become the "Hesitation Waltz"—a few rhythmic, swinging walks, a little hesitation and balance, a few bars of Boston and a few canter steps, and vary it at discretion."

Deportment has become very slack, owing, Miss Harding thinks, to the habit of double and treble hands, which leave an interval between the dancers. Partners are deserted in the middle of the floor when the next dance is struck up immediately one is over and a new partner has to be found. The terrible rush makes for bad manners. Dances ought to be short and early, and not last till 2. or 3 in the morning, which leaves most people too limp for much exertion the next day.

The orthodoxy of to-day is a very different thing from the orthodoxy of fifty years ago.—*Dance Ings.*

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PIUMS having been re-opened for traffic, cargo is also accepted for this port
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"NIPPON" ... sailing on or about 10th December.

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N. Y. K.**NIPPON YUSEN KAISHA**

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VICTORIA, SEATTLE & VANCOUVER via Shanghai &
Japan ports
Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

FUSHIMI MARU (Nagasaki direct) ... Friday, 18th Nov., at 11 a.m.
KATORI MARU (calling Manila) ... Saturday, 20th Nov., at 11 a.m.
SANNIMA MARU ... Tuesday, 22nd Nov., at 11 a.m.
SUWA MARU (calling Manila) ... Saturday, 14th Jan., at 11 a.m.

MARSHILLES, LONDON & ANTWERP via Singapore, Penang
Colombo, Suez and Port Said

SHIZUOKA MARU ... Thursday, 24th Nov., at 11 a.m.
HAKONE MARU ... Friday, 25th Nov., at 11 a.m.
YOKOHAMA MARU ... Friday, 25th Nov., at 11 a.m.
YOSHINO MARU ... Friday, 25th Nov., at 11 p.m.

HAMBURG, via LONDON & ROTTERDAM.
MATSUYE MARU ... Wednesday, 23rd November.

LIVERPOOL via MARSHILLES.
KAMAKURA MARU ... Wednesday, 7th Dec.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday
Inland, Townsville & Brisbane.

TANGO MARU ... Tuesday, 20th Dec., at 11 a.m.
NIKKO MARU ... Tuesday, 17th Jan., at 11 a.m.
AKI MARU ... Tuesday, 14th Feb., at 11 a.m.

NEW YORK, via PANAMA & OUBAN PORTS.

DELAGO MARU ... Friday, 25th Nov.

NEW YORK via SUEZ.

TSUYAMA MARU ... End of December.

BIO DE JANEIRO, SANTOS & BUENOS AIRES via CAPE.

KAWACHI MARU ... Wednesday, 16th Nov.

BOMBAY via Singapore, Penang and Colombo.

GENOA MARU ... Saturday, 19th Nov.

CALCUTTA via Singapore, Penang & Rangoon.

MORIOKA MARU ... Thursday, 24th Nov.

NAGASAKI KOBE & YOKOHAMA.

TANGO MARU ... Thursday, 17th Nov., at 11 a.m.

NIKKO MARU ... Friday, 18th Dec., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

BAMBOO MARU (omitting Shanghai) ... Thursday, 17th Nov.

YOKOHAMA MARU ... Monday, 21st Nov., at 11 a.m.

KIMA MARU (calling Nagasaki & Kure) ... Monday, 21st Nov.

For further information apply to— **NIPPON YUSEN KAISHA**

Telephone Nos. 292 & 293 K. E. KAMEI, Manager.

SPIRITUAL HEALING.**CHURCH AND A "LOST POWER."**

The conference of the Spiritual Healing Fellowship commenced on April 30th at Church House, Westminster, the Bishop of Kensington presiding.

The Bishop, opening the proceedings, recalled the challenge which was given to the Fellowship last year by the Lambeth Conference to devote themselves within the Church to the work of recovering to the Church that spiritual power to deal with all the disorders in the world. Very little progress, he said, had been made in the past twelve months.

The resolution of the Lambeth Conference had very strongly urged them all, and especially the clergy, to be leaders and guides of the Church in the "many-sided enterprises of prayer," in order that that power to heal which unfortunately had been lost might be renewed. They were contemplating all around the whole aspect of impotence, on the part of the Church and of individuals, to grapple with their own physical disorders, as well as with that other mass of disorders from which the world was suffering to-day, in its social, international, commercial, industrial, and all other departments of life—disorders which were entirely "contrary to God's will. Surely there ever was a greater need than to-day for them to come together in the Holy Spirit to confer on that all-important question of spiritual healing.

The Rev. S. H. C. Wynne addressed the meeting on the subject of "The activity of the Holy Spirit in Divine healing." He compared the power of some minds to restore the spirits, minds, and bodies of others as being similar to that of radium.

The Rev. J. Newland Smith delivered an address on the Sacrament of Unction, which gave rise to many questions with regard to the efficacy and permissibility of the various methods of anointing with oil and laying on of hands.

Several persons rose and testified that they had been restored to health through the agency of a layman who employed the method of laying on of hands.

A paper on "Spiritual Healing in Relation to Mental Disease" was read by Dr. Montagu Lomax, who said he believed that insanity was sometimes much more than uncontrolled riot of the subconscious mind. He believed that in many cases, especially those of epilepsy, acute mania, and melancholia, the subconscious mind of the moment was not uncontrolled, but that it was controlled by an evil and obscuring discarnate entity. He was aware that this was not a fashionable belief in medical circles, but he was less held to it firmly. Was there no ritual, he asked, or service of exorcism which they could bring back to the Church of England liturgy, a ritual which, he believed, existed in the Roman Church, a solemn service of intercession which the mentally afflicted could attend in asylum chapels? He further commended to asylum committees the beneficial agencies of colour and sound. "You may drive people out of their minds," he said, "but you certainly will never drive them into them; yet much of our asylum treatment seems founded on the principle that you can."

The Rev. John Mallard appealed for funds for a hostel in connection with the Church, where the mentally afflicted might be accommodated and might come day by day for treatment and also for spiritual instruction suited to their individual needs.

At the general meeting, the Bishop of Kensington was against in the chair, and Preliminary Carille addressed the meeting. He described himself as "Rector of Billingsgate Market." He said that if he could get the ministry of a number of people to bear upon some sufferer, that sufferer was increased in his faith, and the Presence of God seemed to come, from the laying on of hands, and from prayer, into the sufferer who at once trusted God. That so worked upon the mind, and through the nerves to the muscles of the body, that it became much easier to look for speedy results.

Dr. Montagu Lomax addressed the meeting on the subject of "The Relation of Spiritual Healing to the Body and to the Mind." Psycho-analysis, he said, often went wrong in thinking that raking in the mud of the sub-conscious mind would ever draw out the highest in a man. This probing in the subconscious was, in his opinion, fraught with many dangers, and he would not be doing his duty as a physician if he did not allude to it. His experience was that they raised more unclean ghosts than they could lay.

RESCUE WORK AT SEA.**PRESENTATION TO OFFICER OF HOLT LINER.**

In recognition of his gallantry in rescuing the crew of a disabled American vessel, a British maritime officer, Mr. Percy Purkiss, was presented, at the Board of Trade offices in Glasgow, with a pair of binoculars from the President of the United States. Mr. W. S. Workman, who presided, related the circumstances of the rescue in making the presentation. While the Holt liner *Agapenor*, on which Mr. Purkiss was second officer, was in the eastern Mediterranean at the beginning of the year, the American brigantine *Corica* was observed in distress, and despite heavy seas a boat in charge of Mr. Purkiss made two trips to the vessel and rescued the crew of eleven. Being in a hopeless condition, the *Corica* was fired in order to remove her as a danger to navigation. It was discovered that the mate's log-book had been left on board, and another trip was made to the burning vessel, but without success.

The U.S. Consul, Mr. Chamberlain, conveyed the thanks of his Government to Mr. Purkiss, and Captain Atkin, representing the Holt line, added his congratulations.

Mr. Purkiss, in reply said he had only done what any British man considered his duty, and had the positions been reversed Americans sailors would have responded as readily.

THE CREED OF THE ALI BROTHERS.**A STATEMENT AT THE TRIAL.**

In the course of lengthy statements made in the trial of the brothers Ali and Dr. Kitchlew at Karachi Mahomed Ali expounded his creed in the following terms:—

In the correspondence that has taken place between my beloved chief, Mahatma Gandhi, and the Viceroy, as well as on the platform and the public press, it has been made amply clear that after the betrayal of the Massalms and of the Punjab, we non-cooperators only live to create, if that is necessary even to-day such peaceful disaffection against the present system of Government as would ultimately suffice to mend it or to end it. That is why in the course of my speech at the Idgah, I said there should be disaffection, contempt and hatred of the present system of the Government in your heart. In the same speech I spoke at great length about non-violence and argued greatly to convince the people that just as we had lost *Swaraj* in India, we thought any great British force being opposed to us just in the same manner, and in fact without even that force which the British used against us would get *Swaraj*. I had told the people that it was through foreign cloth that India became a slave nation and it would suffice her to regain freedom if she once more took her to her own *Charkha* and *Aharaj* (Handloom), and had likened our *Charkha* to the British machine-gun with this difference, that its range was not a few hundred yards but that a shot fired in Karachi would crush Lancashire 7,000 miles away. I had emphasised that our demoralisation, which was all but universal, could not be removed so easily, if we placed our reliance on the soldiery of the Punjab and the Sikhs, Mussalms and the Rajputs, much less, if *Swaraj* was sought through the summoning of the Afghan bogey. *Swaraj*, I said, was service to no *Raj*, *Swaraj* was the *Raj* of all. *Swaraj* could not be achieved so well through the maximum of sacrifices as by the minimum sacrifice of all and I clashed matters by the final arguments that it was cowardice for 320 millions of people to talk of the overthrow of a Government of one hundred thousand people. And for this, a lying *communique* had been issued that I incited the people to violence. Where is the evidence of that? The evidence of the evidence is been everywhere. The gentleman who issued the warrant is hale and hearty. This I am constrained to put on record because we had given our word of non-violence to God and man alike.

After denouncing the Punjab wrongs and the British policy in the East he concluded his statement.

EIGHT MILES IN THE AIR.

LIMIT—PROBABLY REACHED.
(FROM THE "DAILY TELEGRAPH'S" NEW YORK CORRESPONDENT.)

Describing his experiences and sensations at the "ceiling of the world," Lieut. John A. Macready, U.S.A., expresses the opinion that it will be impossible for a man to fly much higher than the 40,800 feet (nearly eight miles) he attained, because the rarefied atmosphere at such an altitude precludes proper control, while the intense cold and lack of oxygen prevent a human being retaining his full faculties and tend to render him unconscious. Lieut. Macready had no intention of breaking the altitude record when he started from Dayton, Ohio. He says he went up to test a new propeller designed to grip thin air, and a supercharger which fed the rarefied air into the carburettor at sea-level density.

"I did not feel any ill effects until I was well above 30,000 feet," says Lieut. Macready, "because I was well protected against the cold by an electrically heated suit, and had a good supply of oxygen. After that, however, there was a slight slowing-up of one's senses and faculties, which increased slowly as the plane climbed. The slightest movement of the body required extra oxygen." At 39,000 feet ice from my breath must have formed in the tube from the supply flask, and I began to feel very bad until I was able to secure a fresh supply of oxygen from the emergency flask.

The lieutenant describes how at 40,800 feet his supercharger refused to function properly, and as soon as sea-level conditions were not maintained the engines lost power, so that, by the utmost effort, he was unable to push the plane above 41,200 indicated altitude, which was called later to 40,600 feet. At this height, says Lieut. Macready,

"The plane, swung and rolled, and the controls were almost useless, as there was not enough sustaining surface to move the plane in the direction I desired to go. I held the plane there for five minutes before I was convinced that I could go no farther. I was feeling weak and groggy, my mind was not active, and I could not think fast or correctly. The intense cold formed ice on the inside of my goggles, almost blinding me, and I was afraid of losing consciousness altogether. I knew that by reducing my altitude I would return to the normal, however, and although I could not handle the plane correctly, I knew enough to pull the throttle slightly and shoot quickly earthward. While at the supreme altitude I looked above, but could not see any stars, but I noted that the atmosphere was extremely bright, and light. The sky, instead of being dark blue, was very light in colour—only a slight blue tinge. There was far more sunlight and greater brilliancy than there was closer to the ground. Altitude records, in my opinion, will be gauged in the future by the physical limitations of the pilots. To get much higher with present methods will be impossible, because of the inability of the pilot to sustain extreme hardship."

INDO-CHINA**STEAM NAVIGATION COMPANY, LIMITED.**

SAILINGS SUBJECT TO ALTERATION
SHANGHAI & TSINGTAU via SWATOW, WAISHING, Fri., 18th Nov., D'light.
TIENTSIN ... CHEONGSHING, Fri., 18th Nov., Noon.
MANILA ... YUENSANG, Fri., 18th Nov., 3 p.m.
STRAITS & CALCUTTA ... NAMSANG, Sat., 19th Nov., 3 p.m.
HAIPHONG via HOIHOW ... TAKSANG, Sun., 20th Nov., 10 a.m.
BANGKOK ... CHUNSHANG, Thurs., 24th Nov., D'light.
Kobe ... LAISANG, Thurs., 24th Nov., D'light.
SANDAKAN ... HINSANG, Wed., 30th Nov., Noon.

CALCUTTA LINE.—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 tons steamers, s.s. "HINSANG" and s.s. "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Labad Data.

TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Weisaiwei and Chiaofoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok via Swatow, by four steamers fitted with up-to-date passenger accommodation.

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s.s. "NAMSANG" will be despatched on or about
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Vessel	Leaves Hongkong	Discharges
M/V "GLENNAVY"	11th Dec.	Due Hongkong
M/V "GLENGLYLE"	14th Dec.	11th Dec.
M/V "GLENLUCE"	17th Dec.	14th Dec.

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
S.S. "CARNARVONSHIRE"	16th Nov.	LONDON, ROTTERDAM & HAMBURG.
S.S. "PEMBROKESHIRE"	6th Dec.	GENOA, LONDON, ANTWERP, ROTTERDAM & HAMBURG.

Movements are subject to change without notice.

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And under the Company's Management:—
Twenty steamers of about 9,100 tons deadweight each.
Two steamers of about 6,400 tons deadweight each.
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For Charter Rates and all other particulars apply to the
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No. 3, Bunko Koda.

SHIPPING NEWS

ARRIVALS.

November 15th.
Hungh Hain, Chinese str., 809 tons, Capt. J. Freymann, from Haiphong, with rice and general cargo.—Grimble & Co.

November 16th.
Azuma Maru, Japanese str., 182 tons, Capt. Nishikawa, from Moji.—M.B.K.
Choyang, British str., 1,424 tons, Capt. H. G. N. Walker, from Canton, with a general cargo.—J.M. & Co.
Follee, Chinese str., 838 tons, Capt. B. Miyawaka, from Chefoo, with a general cargo.—Yue-Tai-Hong.

Hailong, British str., 1,400 tons, Capt. W. Couper, from Swatow, with a general cargo.—Douglas S.S. Co.
Hailong, British str., 1,362 tons, Capt. E. Walker, from Saigon, with rice.—Fook Tai Cheong.

Hylrang, British str., 581 tons, Capt. W. J. Colton, R.N.R., from Swatow, with a general cargo.—Chin On S.S. Co.

Kawachi Maru, Japanese str., 5,543 tons, Capt. H. Kawai, from Kobe, with a general cargo.—N.Y.K.

Malaya, Danish str., 5,511 tons, Capt. Kruse, from Yokohama, with a general cargo.—Mannings and Backhouse.

Namsung, British str., 4,035 tons, Capt. R. J. Anderson, from Japan, with a general cargo.—J.M. & Co.

Shantung, British str., 1,584 tons, Capt. R. Robertson, from Shanghai and Swatow, with a general cargo.—B. & S.

Sinkiang, British str., 1,616 tons, Capt. O. W. Puckett, from Canton, with a general cargo.—B. & S.

Sungshan Maru, Japanese str., 1,503 tons, Capt. G. Kawamura, from Shanghai and Swatow, with a general cargo.—N.Y.K.

Taishun Chinese str., 1,216 tons, Capt. J. Hukett, from Shanghai, with a general cargo.—China Merchants S.N. Co.

Tango Maru, Japanese str., 6,000 tons, Capt. M. Saito, from Australia and Manila, with a general cargo.—N.Y.K.

Takung, British str., 977 tons, Capt. E. Tinsell, from Haiphong and Hoibow, with a general cargo.—J.M. & Co.

CLEARANCES.

November 16th.
Choyang, for Swatow.
Hoosier State, for Shanghai.
Luchow, for Swatow.
Poolee, for K. O. Wan.
Shantung, for Canton.
Shunko Maru, for Shanghai.
Sooku Maru, for Swatow.
Sungshan Maru, for Canton.
Taikowang, for Hongkong.
Taishun, for Canton.

PASSENGERS.

ARRIVALS.
Per s.s. Namsung, on November 16th.—Miss R. Lover and Miss Van Norker.
Per Hailong, on November 16th.—Mr. and Mrs. J. P. Goubolt, Mrs. M. Wheeler.
Per s.s. Kawachi Maru, on November 16th.—Mr. Joss, Mr. and Mrs. Richardson.

Per s.s. Tango Maru, on November 16th.—Mr. and Mrs. T. Koldewyn, Mrs. C. P. Grant, Miss E. M. Grant, Mr. and Mrs. C. C. Nelson, Rev. W. E. Godson, Mrs. J. B. Babington, Hon. Major W. L. Bagot, Mr. and Mrs. F. T. Crutenden, Mrs. D. Higginbottom, Mrs. S. C. Couch, Miss M. E. Hodgkinson, Mr. W. A. Anderson, Dr. D. Rees, Mr. A. Munro.

DEPARTURES.
Per C.M. str. Nile, on November 15th: For Singapore, Mr. A. C. Hall and Mr. E. F. Meyerling. For Batavia: Mr. J. H. Burghard.

SHIPPING MOVEMENTS.

The N.Y.K. s.s. *Tsuyama Maru* (Liverpool line) left Singapore for Hongkong on November 15th, and is expected here on November 23rd.
The N.Y.K. s.s. *Shidzuoka Maru* (European line) left Kobe for Hongkong via Moji and Shanghai on November 15th, and is expected here on November 23rd, and will sail for Europe via Singapore on November 24th, at 11 a.m.
The T.K.K. s.s. *Tenyo Maru* arrived at Manila on November 16th and sails 17th November, being due at Hongkong on the morning of November 19th.

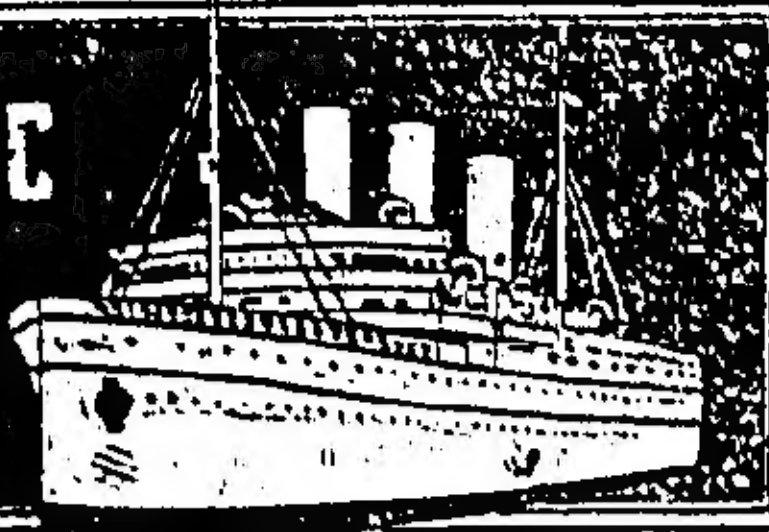
VESSELS EXPECTED.

Domby Maru (N.Y.K.), due Nov. 16th.
Bowen Castle (Dodwell-Castle line), due November 20th.
Dongola (P. & O.), due December 12th.
Eastern (E. & A.), due November 21st.
Empress of Russia, due December 2nd.
Genoa Maru (N.Y.K.), due Nov. 17th.
Kawachi Maru (N.Y.K.), due Nov. 16th.
Keystone State, due November 27th.
Meist (N.Y.K.), due November 27th.
Rega Maru (T.K.K.), due Nov. 23th.
Shidzuoka Maru (N.Y.K.), due Nov. 23th.
Shidzuoka Maru (N.Y.K.), due Dec. 10th.
Wellford (P. & O.), due November 22nd.
Sado Maru (N.Y.K.), due Nov. 22nd.
Tanda (B.L.), due November 17th.
Tango Maru (N.Y.K.), due November 6th.
Tecrasia (Blue Funnel line), due November 27th.
Tenyo Maru (T.K.K.), due Nov. 18th.
Tsuyama Maru (N.Y.K.), due November 16th.

SHIPPING NOTES.

The second of three big steamers ordered by the Nippon Yusen Kaisha for its European service was launched on the 15th inst. from the Nagasaki Works of the Mitsubishi Zosen Kaisha, and was christened the *Heruma Maru*. She will be similar in every respect to the *Hakone Maru*, which is practically ready for service and is of 10,500 tons gross register.

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Empress of Japan	Nov. 23	Dec. 14
Empress of Russia	Dec. 8	Dec. 28
Empress of Asia	Jan. 5	Jan. 23
Monteagle	Jan. 17	Feb. 11
Empress of Japan	Feb. 8	Mar. 1
Empress of Russia	Feb. 23	Mar. 13

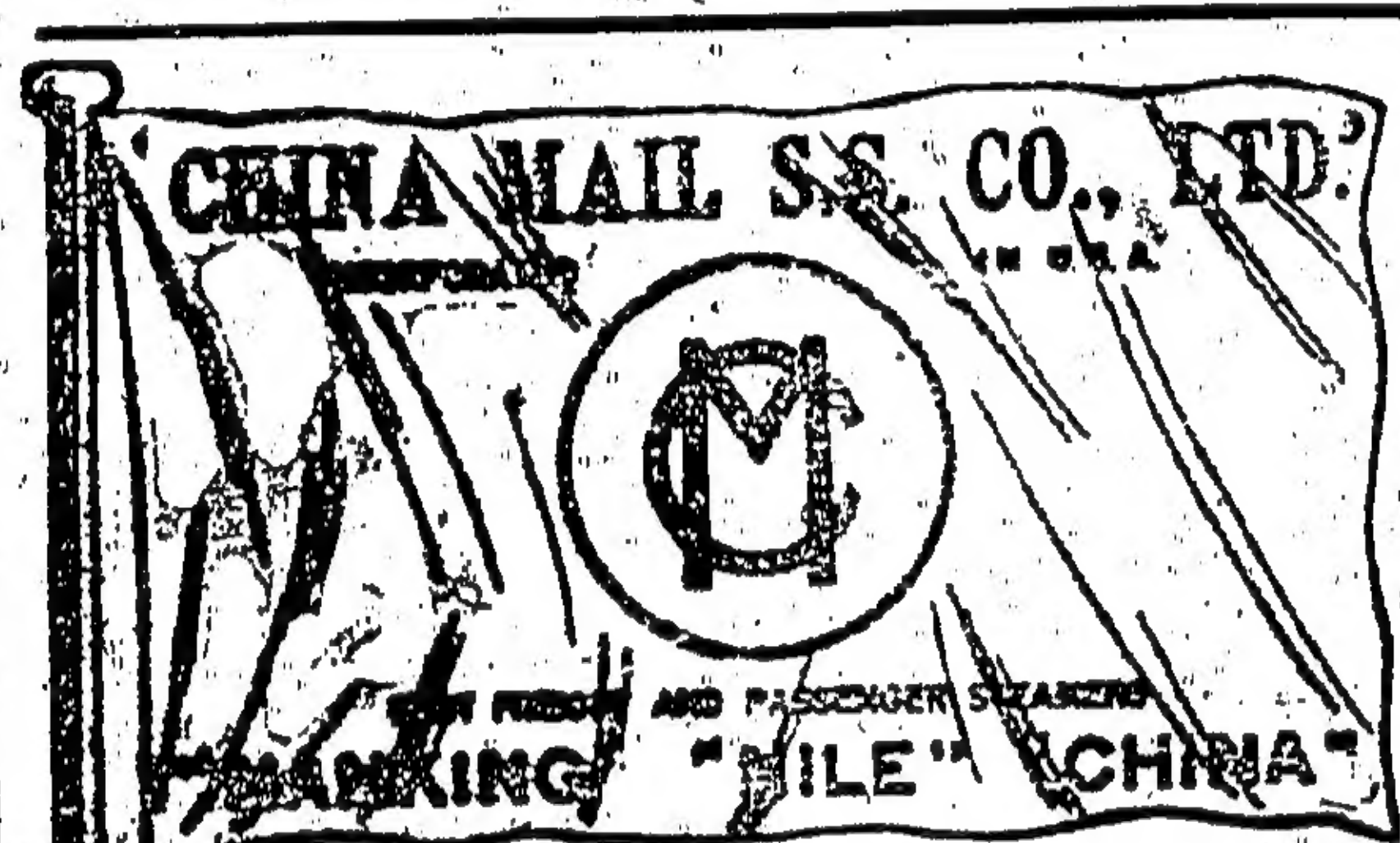
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KOREA MARU	32,000	Dec. 7th.
SHINYO MARU	32,000	Dec. 13th.
PERNSIA MARU	32,000	Jan. 5th.
TAIYO MARU	32,000	Jan. 15th.
SIBERIA MARU	32,000	Jan. 1st.

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WEATHER REPORT.

November 15th at 12.05.—Warning to Hongkong, Coast Ports, &c.—Another typhoon within 60 miles of Lat. 24 deg. N. and Long. 138 deg. E., moving N.N.E. November 16th, at 11.42.—Pressure has increased slightly over the Philippines, and decreased slightly at Shanghai.
An anticyclone lies over Manchuria. The Bonins and the Loochoos typhoons collected yesterday and moved rapidly away into the Pacific.

In the absence of observations from Indo-China it is not possible to give any information concerning the typhoon in the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 86.90 inches, against an average of 81.38 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT. FORECAST.

Hongkong to Gap Rock — (N.E. winds, fresh; fine.

Formosa Channel — (N.E. winds, strong.

South coast of China between (The same as Hongkong and Lamooka) No. 1.

South coast of China between (The same as Hongkong and Hain) No. 1.

CHINA COAST METEOROLOGICAL REGISTER.

NOVEMBER 16TH, 1921.

CHINA COAST METEOROLOGICAL REGISTER.

CHINA COAST METEOROLOGICAL REGISTER.

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

Subject to change without notice.

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH & CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO

For particulars apply to—

THE BANK LINE, LTD.
Managing Agents.

ELLERMAN LINE

ELLERMAN & BUCKNALL S.S. CO., LTD.

FREIGHT & PASSENGER SERVICE
FOR EAST/UNITED KINGDOM & CONTINENT.

"CITY OF DELHI"	22nd Nov.	Marseilles, London, Rotterdam & Hamburg
"CITY OF GLASGOW"	6th Dec.	London, Rotterdam & Hamburg
"KAZEMBE"	19th Dec.	London, Rotterdam & Hamburg

HOMEWARD PASSENGER SERVICE

"CITY OF MANCHESTER"	10th Feb.	London
"CITY OF SIMLA"	Middle March	London

Subject to change without notice.

For particulars of freight and passage rates apply to—

or REISS & Co., CANTON.

THE BANK LINE, LTD.
General Agents.

NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., and CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"KANSAS"	...	via Suez Canal	...	26th Nov.
"KATY"	...	via Suez Canal	...	10th Dec.
"K NIGHT OF THE GARTER"	...	via Suez Canal	...	20th Dec.

Calls at Boston if sufficient inducement offers.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG
HONGKONG and CANTON, REISS & Co., CANTON.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
SHANGHAI	"LIEUT. DE LA TOUR" (cargo-boat)	On or about 20th Nov.
SHANGHAI, KUEE & YOKOHAMA	"PAUL LECAT" ... 10,400 ... "ANGKOR" ... 12,000 ...	On or about 20th Nov. On or about 4th Dec.
MARSEILLES via HAI PHONG, SAIGON, SINGAPORE, PENANG, COLOMBO, SUEZ & PORT SAID	"AMAZONE" ... 11,000 ... "P. LECAT" ... 20,000 ...	On or about 8th Dec. During 2nd part Dec.

For full particulars regarding sailings, etc., apply to—

Telephone 1740

R. BODENFUSER,
Acting Agent,
Queen's Building.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms and Saloons, and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW
AND RETURN

(Occurring 9 or 10 Days).

"HAIKONG"	Capt. W. Cooper	FRIDAY, Nov. 18th, at 1 P.M.
"HAIKONG"	Capt. W. C. Passmore	TUESDAY, Nov. 22nd, at 1 P.M.
"HAIKONG"	Capt. J. S. Thomson	FRIDAY, Nov. 25th, at 12 Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.
General Managers.P. & O., British India,
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CHYLOM, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tonnage	From Hongkong (approx)	Destination
"NYANZA"	7,000	25th Nov 11 a.m.	Marseilles, London & Antwerp
"LAHORE"	5,200	4th Dec.	Singapore Colombo & Bombay
"SOMALI"	6,700	10th Dec.	Marseilles, London & Antwerp
"DUNRA"	5,900	20th Dec.	Singapore, Colombo & Bombay
"NELLORE"	7,000	24th Dec.	Marseilles, London & Antwerp
"DONGOLA"	8,000	7th Jan., 1922	Marseilles, London & Antwerp
"EGYPT"	7,941	18th Jan.	Bay, Marseilles, L'don & Antp.
"KASHMIR"	8,841	21st Feb.	
"NAGOYA"	8,854	18th Feb.	
"KASHGAR"	8,840	4th Mar.	
"KHIVA"	8,017	18th Mar.	
"DEVANHA"	8,098	1st Apr.	
"NOVARA"	8,850	18th Apr.	
"KALYAN"	8,887	29th Apr.	
"PLASSY"	7,848	13th May	

BRITISH INDIA-APCAR SAILINGS (South)

EASTERN & AUSTRALIAN SAILINGS (South)

S.S.	Tonnage	From Hongkong (approx)	Destination
"EASTERN"	4,000	18th Dec.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

S.S.	Tonnage	From Hongkong (approx)	Destination
"TANDA"	7,000	20th Nov. 7 P.M.	Amoy, Shanghai and Kobe.
"EASTERN"	4,000	23rd Nov.	Yokohama direct.
"NELLORE"	7,000	22nd Nov. 4 p.m.	Shanghai, Kobe and Yokohama

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Cargo only.
1st Saloon Passengers may travel by R.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.
All Cabins are fitted with Electric Fans free of charge.
Parcels Measuring not more than 2 1/2 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For Further Information, Passage Rates, Freight, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.,
23, Des Voeux Road Central, HONGKONG.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Monthly direct service via Singapore and Port Said.
* "ATLAS MARU" ... Thursday, 15th Dec.BUENOS AIRES—RIO DE JANEIRO, SANTOS, DURBAN & CAPE TOWN via SINGAPORE, PASSENGER SERVICE.
"CHICAGO MARU" ... Tuesday, 13th Dec.
BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE
"INDU MARU" ... Wednesday, 23rd Nov.DELI & BANGKOK via SAIGON & SINGAPORE—Regular Monthly PASSENGER SERVICE.
"KISHU MARU" ... Monday, 5th Dec.SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand (an Pacific Islands).
VICTORIA, VANCOUVER, SEATTLE & TADOMA—via Shanghai and Japan—Regular fortnightly PASSENGER service touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S.A. in connection with Chicago Milwaukee and St. Paul Railway.
"AFRICA MARU" ... Wednesday, 23rd Nov.
"HAWAII MARU" ... Sunday, 4th Dec.NEW YORK via PANAMA—Regular monthly service via Japan Port, San Francisco, Panama and Cuban Ports.
"HAGUE MARU" ... Middle of Jan.NEW ORLEANS LINE via SUEZ.
JAPAN PORTS—Kobe & Yokohama via Shanghai
"ARGON MARU" ... Monday, 23rd Nov.KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office.
"AMAKUSA MARU" ... Sunday, 20th Nov.TAKAO via SWATOW & AMOY
"SOBU MARU" ... Thursday, 17th Nov.

For sailing dates and further particulars please apply to—

Y. YABUDA, Manager,
No. 1, Queen's Building.

Tel. Nos. 144 & 745

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer Arr. Hongkong from Australia Lv. Hongkong for Australia

SAILINGS SUBJECT TO ALTERATION

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A daily qualified Doctor is carried. Reduced Rates, Cargo booked through to all Australia, New Zealand & Transvaal Ports. For Freight and Passage apply to— BUTTERFIELD & SWIRE, Agents.

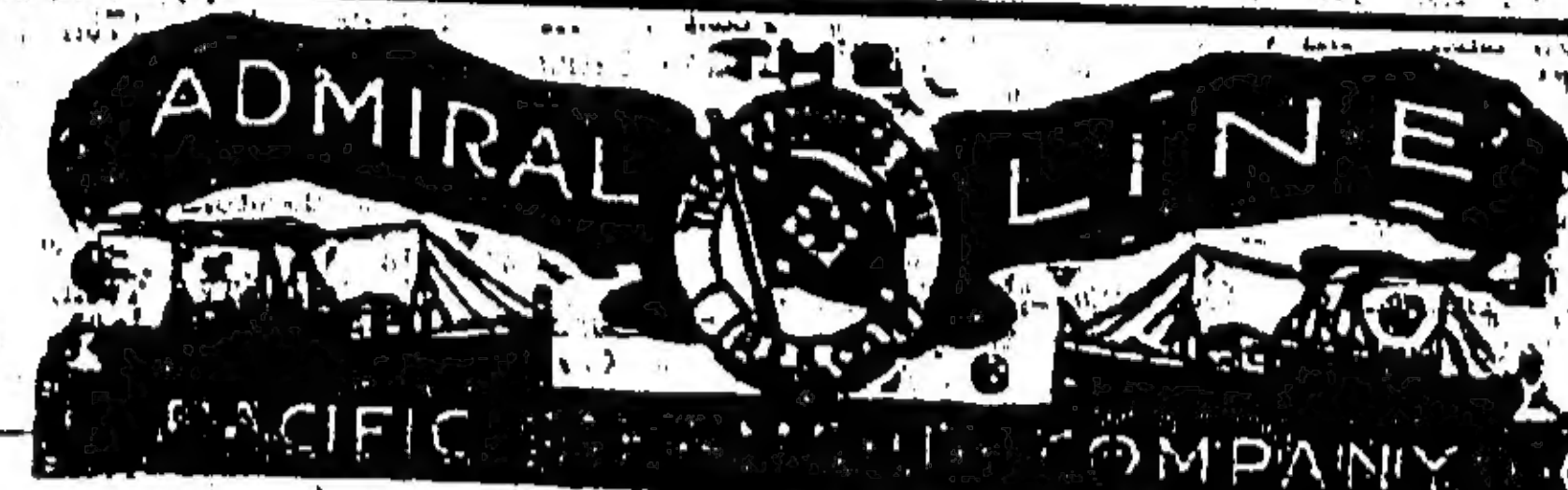
C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To	Sail
SWATOW & SINGAPORE	"LUCHOW"	On 17th Nov.	10 a.m.
SHANGHAI	"SINKIANG"	On 17th Nov.	Noon.
SWATOW & AMOY	"TEAN"	On 17th Nov.	Noon.
SHANGHAI & TSINGTAO	"SHANTUNG"	On 19th Nov.	4 p.m.
HAIPHONG	"HAIKONG"	On 20th Nov.	10 a.m.
SWATOW & SHANGHAI	"SZECHUEN"	On 22nd Nov.	10 a.m.
SWATOW & BANGKOK	"QINGTUNG"	On 22nd Nov.	10 a.m.
SWATOW & SINGAPORE	"KWANGTUNG"	On 23rd Nov.	10 a.m.
SWATOW & SINGAPORE	"HUICHOW"	On 24th Nov.	4 p.m.
WAILA, OHIO & LOILO	"TAMING"	On 25th Nov.	4 p.m.
PARHAI & HAIPHONG	"KAIFONG"	On 27th Nov.	10 a.m.

SHANGHAI LINE—PASSENGER, MAILS and CARGO.
Excellent Saloon accommodation. Ample Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Yantai (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.
BANGKOK LINE—Weekly service to and from Bangkok via Swatow.
For Freight or Passage apply to—

Telephone 85

BUTTERFIELD & SWIRE,
Agents.

Operating the following U.S. Registry Steamers

PASSENGER AND FREIGHT SERVICE

FOR VICTORIA, VANCOUVER, SEATTLE
From Hongkong: 1st Arrive Seattle

FREIGHT & PASSENGER SERVICE.

"WENATCHER" ... sailed Nov. 19th ... arrived Dec. 9th

FOR PORTLAND DIRECT

(Calling at Manila, Shanghai, Kobe & Yokohama)

S.S. "MONTAGUE"	...	Nov. 22nd.
S.S. "ABERDEEN"	...	Dec. 7th

Through Bills of Lading issued to Overland Common points.

Passenger and Freight Particulars.

THE ADMIRAL LINE

Telephone 2477 & 2478.

5th Floor, Union Building. [7]

THE ADMIRAL LINE
PACIFIC STEAMSHIP CO.

REGULAR SERVICE

SAIGON—SINGAPORE—BATAVIA
and other JAVA PORTS.

S.S. "GLYMONT" ... Sailing Nov. 18th.

S.S. "LAKE FARRAR" ... Sailing Nov. 18th.

OPERATED FOR ACCOUNT OF U.S. BOARD.

OFFICES

5th Floor, Union Building,
Telephone 2477 & 2478.PASSENGER OFFICE,
Queen's Building, 1st House St.

SERVICE to UNITED STATES

For NEW YORK and/or BOSTON via Panama.

S.S. "WEST HIMROD" (via Panama)	...	Second half of Nov.
S.S. "WYTHEVILLE"	...	First half of Jan. 1922

For freight space and particulars apply to—

BARBER STEAMSHIP
LINES, INC.

THE ADMIRAL LINE

TELEPHONE

2477 & 2478

AGENTS

5th Floor,

Union Building

PRINCE LINE FAR EAST SERVICE

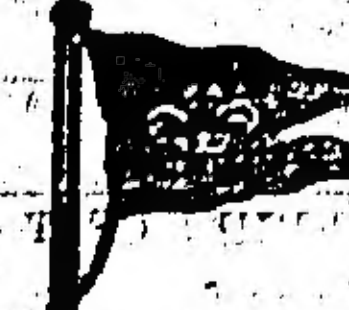
Regular Sailings to Boston and/or New York by fast freight steamers



For BOSTON

and/or

NEW YORK



S.S. "MOORISH PRINCE" ... (via Suez) early Jan.

For Freight and full particulars apply to—
FURNESS (FAR EAST) LIMITED
(Incorporated in Great Britain)
St. George's Building

Telephone 115.

Telegrams "Furness".

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